road for every 11 square miles. Though there were a few ryots' roads and estates roads of recent origin, the Government had not opened within the last 39 years a single road in the taluk excepting the road from the taluk cutcherry to the *pakuthi* cutcherry at Karimannur. None of those roads with the exception of the Muvattupuzha road was convenient for traffic. In regard to the estate roads, he observed that they were not connected with the central system. Next he pointed out that Todupuzha was not connected with the adjoining taluks of Devicolam and Peermade by proper roads and prayed that that defect might also be removed. He next prayed particularly for the following public works:

(1) The early completion of the remaining 8 miles of the new road from Todupuzha to Arakkulam. He observed that 5 miles of that road had already been done.

(2) The early completion of the bridge at the Cutcherry *kadavu*, Todupuzha.

(3) The opening of a road, 7 miles long, from the second mile of the Melkavu road branching off from the 4th mile, Lalam-Todupdzha road, to meet the Todupuzha-Arakkulam road at the 5th mile.

(4) The opening of a new road, 20 miles long, from Arakkulam to Aiyappankoil, to meet the road from Chintalar to Aiyappankoil under construction, connecting Todupuzha with Madura and other Madras Districts.

(5) The improvement and maintenance of the existing roads in the taluk.

Dewan's reply.—I find that the allotment for the development of communications in your taluk is insufficient. I will take steps to increase that allotment. When I next go to Todupuzha, I will stay there for one or two days and inspect the tract of country around.

81. Means of communication in the Parur Taluk.

Mr. Kanakku Govindan Achyutan (Member, Parur Taluk) began by saying that, though Parur occupied a high position among the various taluks of the State in point of extent, population and revenue, it was backward in point of means of communication, and that there were no cartable roads in the taluk except the Alwaye-Parur road which was under water to a depth of nearly six feet during the rainy season. He added that the paucity of roads in his taluk had been brought to the notice of the Government in several previous sessions of the Assembly by his predecessors, who had only made modest requests for the improvement of a few roads and canals that was found absolutely necessary. For instance, there were the Chattanad-Parur road and the canal from the Cheriapalli Canal to the Parur bund. In regard to the road, he added that, for about 12 years in the past, the people had been urging the necessity for its improvement and that, as a result of the investigations conducted in 1918, the Government realised the necessity for the work, but postponed it owing to paucity of funds. He, therefore, prayed that that road might be taken up for immediate construction. In regard to the canal referred to, the Member suggested that it should be cut from the Cheriapalli canal to the Parur bund *via* Kaitaram, Kottuvalli and Kitamangalam. It would supply fresh water for the irrigation of about 2,000 acres of wet lands inside the Parur bund and would facilitate cultivation which, otherwise, would suffer because of the ingress of salt water from the backwater during the summer season. The canal, besides being a direct means of bringing in fresh water into the Parur bund, would fertilise the well-nigh barren lands in Kaitaram and Kottuvalli, where sanitation was unsatisfactory owing to the lack of good water and where the tanks got spoiled for lack of a proper system of drainage. Hence the Member prayed that the work of constructing that canal might be taken up without delay.

His next request was for a canal connecting the Kundekkavu *thodu* with Cheriapalli canal, which would improve nearly 25 square miles of land fit for dry cultivation.

The Member also suggested that two cart roads might be opened, one from Pallikkavilhali to Parur and the other from Parur to Varappuzha.

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The Member next suggested that the Economic Development Board or some similar agency might be instructed to inspect and take note of the extent, population and revenue of every taluk, as also of its most immediate requirements in respect of means of communication. He also requested that the total annual expenditure of the State under communications might be distributed among the several taluks in proportion to their importance.

Dewan's reply.—*In re*: the construction of a cartable road from Chattanad to Parur and Parur to Kuriappalli, there is water communication between these places, and, therefore, the work was considered to be unnecessary.

As regards the opening of a cartable road from Angamali to Parur, this work is being attended to.

The first mile and half of the road from Parur to Varappuzha has already been gravelled, while the rest is reported to be very costly. It is also reported that there is water communication between the two places. I will see what can be done.

In regard to the canal from Cheriapalli to the Parur bund, the matter is still under correspondence between the Department of Public Works and the Land Revenue Department. I have asked the Peishkar to inspect the locality with an officer of the D. P. W. and make a report. That report has not yet been received. When that is received, I will see what can be done.

82. Public works in Travancore with special reference to the Tiruvalla taluk.

Mr. K. M. Mammen Mappillai (Member, Municipal Council, Tiruvalla) began by thanking the Government for appointing an Indian as the Chief Engineer and for taking up the roads opened by the people for departmental maintenance. He was gratified to note that some reduction had been made in the staff of the Department of Public Works of the State as suggested by him at the seventeenth session of the Assembly. He requested the Dewan to see in consultation with the Chief Engineer whether further retrenchments could not be effected without impairing efficiency. The Member next made the following suggestions :—

(1) Works in respect of which a beginning had been made and money spent should be completed soon.

(2) Government should put an end to temporary works.

(3) Payment to contractors should not be delayed and they should not be made to suffer for the irregularities of the officers of the department.

(4) As the preparation of estimates involved delay, works should be sanctioned after calling for a cost report, the detailed estimates being allowed to be submitted in due course later on. The present practice of preparing estimates without any idea as to the cost and time for the execution of the works to which they related should be discontinued.

The Member also invited the attention of the Government to some mistakes in the Malayalam translation of the proceedings of the eighteenth session of the Assembly.

The Member then referred to the following local needs as meriting the attention of the Government:

(1) The market canal, Tiruvalla, should be completed during the current year.

(2) A canal should be opened to connect the Peringarayar with the Pampa river.

(3) The bridges on the Tiruvalla-Mavelikara road should be improved.

(4) The Tondara bridge should be reconstructed and the work should be finished during the current year. Incidentally, the Member wished to know the extent of the outlay incurred by the Government on that bridge so far.

(5) The Varattar bridge should be completed during the current year.

(6) The difficulty experienced in the matter of boat traffic beyond the railway and means should be removed.

square miles,

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